



**ESCONDIDO SUBDIVISION  
TIMETABLE NO. 4  
&  
SPECIAL INSTRUCTIONS**

ISSUED BY: SDNR/VEOLIA TRANSPORTATION

Effective Friday, February 1, 2008 at 0001 Pacific Time

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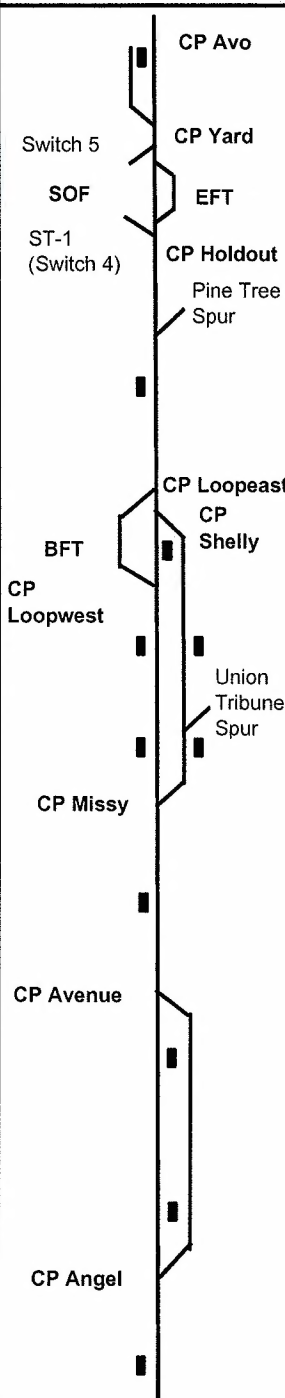
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### **TIMETABLE CHARACTERS & ABBREVIATIONS:**

CTC	.	.	.	.	Centralized Traffic Control
LRT	.	.	.	.	Light Rail Transit (Passenger)
MT	.	.	.	.	Main Track

### **DEFINITIONS:**

<b>Bypass Freight Track (BFT):</b>	Main track for freight and conventional railroad operations bypassing the LRT-only San Marcos Loop between CP LOOP WEST, MP 116.5, and CP LOOP EAST, MP 118.4.
<b>EBNS:</b>	See "Nearside Signal"
<b>Escondido Freight Track (EFT):</b>	Freight storage siding between MP 120.7 and MP 121.0.
<b>Light Rail Transit (LRT):</b>	Passenger rail transportation systems utilizing specialized lightweight equipment that is generally prohibited by FRA from commingled operations with conventional railroad equipment on the General Railroad System of Transportation, except as permitted in specific cases by Temporal Separation waivers granted by the agency.
<b>Nearside Signal:</b>	Controlled signals governing movement beyond certain passenger stations. May be identified in the field as "WBNS" (westbound nearside) or "EBNS" (eastbound nearside). All rules governing absolute signals apply.
<b>Oceanside Freight Track (OFT):</b>	Inter-subdivision connecting track between CP RAILROAD, Escondido Subdivision MP 100.1, and CP ESCONDIDO JCT, San Diego Subdivision MP 226.8.
<b>San Marcos Loop:</b>	Exclusive LRT right-of-way between CP LOOP WEST, MP 116.5, and CP LOOP EAST, MP 118.4. Freight and conventional railroad operations are prohibited on this segment.
<b>SPRINTER:</b>	Name of LRT service operated on the Escondido Subdivision.
<b>Temporal Separation:</b>	The separation of LRT operations and conventional railroad operations by exclusive time slots.
<b>WBNS:</b>	See "Nearside Signal"

WESTWARD ↓		SPRINTER ESCONDIDO SUBDIVISION		EASTWARD ↑	
Track Diagram	Method of Operation	STATION		Speeds at Grade Crossings	Mile Post
		Radio Channel 57-57			
	Rule 6.28 CTC	Grand Ave. Xing		10mph	121.4
		<i>CP Avo</i>			121.3
		Valley Pkwy Xing		15mph	121.3
		<b>Escondido Transit Center</b>			121.3
		Bike Xing		25mph	121.2
		<i>CP Yard</i>			121.1
		Hale Ave. Xing		48mph	120.8
		J & W Redwood Xing		48mph	120.6
		<i>CP Holdout</i>			120.4
		Andreason Dr. Xing		48mph	120.4
	CTC 2 MT	Enterprise St. Xing		48mph	119.9
		Auto Pkwy. (Citracado) Xing		48mph	119.3
		<b>Nordahl Station</b>			119.2
		Barham Rd. Xing		48mph	119.2
		Rancheros Dr. Xing		EB 48mph/ WB 35mph	118.8
		<i>CP Loopeast</i>			118.4
		<i>CP Shelly</i>			117.7
		<b>Cal State San Marcos Station</b>			117.2
		<i>CP Loopwest (No. 1 Track only)</i>			116.5
		San Marcos Blvd. Xing		48mph	116.5
	CTC	<b>San Marcos Civic Center Station</b>			116.4
		Pico Ave. Xing		48mph	116.1
		Knoll Ave. Xing		48mph	115.7
		<b>Palomar College Station</b>			115.1
		Las Posas Rd. Xing		48mph	114.8
		<i>CP Missy</i>			114.5
		Mission Rd. Xing		48mph	114.5
		Estrelita Dr. Xing		30mph	112.8
		<b>Buena Creek Station</b>			112.4
		Buena Creek Rd. Xing		30mph	112.4
	CTC 2MT	South Santa Fe Dr. Xing		48mph	112.0
		<i>CP Avenue</i>			111.4
		Mar Vista Dr. Xing		30mph	111.2
		<b>Escondido Avenue Station</b>			110.1
		Escondido Ave. Xing		25mph	110.1
		Guajome St. Xing		48mph	109.6
		Main St. Xing		48mph	109.3
		Vista Village Dr. Xing		48mph	109.2
		<b>Vista Transit Center</b>			109.2
		Los Angeles Dr. Xing		48mph	108.2
	CTC	<i>CP Angel</i>			108.0
		North Dr. Xing		48mph	108.0
		Melrose Ave. Xing		45mph	107.5
		<b>Melrose Station</b>			107.5
			Temple Heights Dr. Xing		48mph



**MAXIMUM AUTHORIZED SPEED FOR TRAINS  
BETWEEN END OF MAIN TRACK AND OCEANSIDE TRANSIT CENTER (unless otherwise restricted)**

MP Location Between:	Light Rail	Freight
121.6 - 121.3	N/A	10 mph
121.3 - 121.1	30 mph	15 mph
121.1 - 118.9	55 mph	30 mph
118.9 - 118.8	Eastbound 55 mph, Westbound 35 mph	30 mph
118.8 - 118.6	55 mph	30 mph
118.6 - 118.4	45 mph	30 mph
118.4 - 118.2	45 mph	N/A
118.2 - 118.1	20 mph	N/A
118.1 - 117.9	35 mph	N/A
117.9 - 117.2	45 mph	N/A
117.2 - 117.0	25 mph	N/A
117.0 - 116.7	45 mph	N/A
116.7 - 116.5	25 mph	N/A
116.5 - 114.9	55 mph	30 mph
114.9 - 114.7	50 mph	30 mph
114.7 - 113.6	55 mph	30 mph
113.6 - 113.2	40 mph	30 mph
113.2 - 112.3	30 mph	25 mph
112.3 - 111.6	55 mph	30 mph
111.6 - 111.3	50 mph	30 mph
111.3 - 111.2	35 mph	20 mph
111.2 - 110.3	30 mph	20 mph
110.3 - 110.0	25 mph	20 mph
110.0 - 109.8	35 mph	30 mph
109.8 - 109.1	55 mph	30 mph
109.1 - 108.5	45 mph	30 mph
108.5 - 107.9	55 mph	30 mph
107.9 - 107.2	45 mph	25 mph
107.2 - 106.8	55 mph	30 mph
106.8 - 106.4	35 mph	30 mph
106.4 - 103.6	55 mph	30 mph
103.6 - 103.4	45 mph	30 mph
103.4 - 103.3	35 mph	30 mph
103.3 - 100.9	55 mph	30 mph
100.9 - 100.6	50 mph	30 mph
100.6 - 100.4	35 mph	30 mph
100.4 - 100.2	30 mph	20 mph
100.2 - 100.1	25 mph	15 mph
100.1 - 99.5	55 mph	N/A
99.5 - 99.3	30 mph	N/A

**MAXIMUM AUTHORIZED SPEED FOR TRAINS  
BYPASS FREIGHT TRACK SAN MARCOS (unless otherwise restricted)**

MP Location Between:	Light Rail	Freight
118.0X (118.4) - 116.5X (116.5)	30 mph	25 mph

### OTHER MAXIMUM SPEEDS

Location	Light Rail	Freight
Through all station pedestrian crossings	25 mph	N/A
Through turnout to Escondido pocket track	25 mph	N/A
Through all turnouts to SOF and SOF yard	5 mph	N/A
SOF Shop tracks	2 mph	N/A
Through turnout CP Loopeast	30 mph	25 mph
Through turnout CP Shelly	45 mph	N/A
Through turnout CP Loopwest	30 mph	25 mph
Through turnout CP Missy	45 mph	30 mph
Through turnout CP Avenue	45 mph	30 mph
Through turnout CP Angel	45 mph	30 mph
Through turnout CP School	45 mph	30 mph
Through turnout CP True	45 mph	30 mph
Through turnout CP Wye	10 mph	10 mph
Through turnout CP Railroad	15 mph	15 mph
Through turnout CP Ocean	25 mph	N/A
Through all other turnouts	5 mph	5 mph

### CAPACITIES OF TRACKS AND SPURS

Escondido Freight Track (EFT)	1120 feet
Pine Tree Lumber Spur	245 feet
Bypass Freight Track (BFT)	1.2 miles
Roberts Irrigation Spur	
San Diego Union Tribune Spur	
Oceanside Freight Track (OFT)	1600 feet

# **SPRINTER OPERATIONS FACILITY**

## **POLICIES AND PROCEDURES**

### **STOP, LOOK AND LISTEN**

### **SAFETY IS EVERYONE'S RESPONSIBILITY**

The following pages contain information necessary for the safe movement of Sprinter trains and protection for all employees and contractors working in and around the Sprinter Operations Facility (SOF) and yard

The information contained within governs the following:

- Safety
- Radio / NEXTEL Channels
- Maximum Authorized Speeds
- Switches
- Blue Flag Protection of Workmen
- Fouling / On-track Protection
- Yard Diagram

Contractors and visitors to the SOF are obligated to check in at the main office and follow all safety regulations, policies and procedures specified for workers.

#### **Safety:**

All employees, contractors and visitors (except train service employees going on/off duty) must wear proper Personal Protective Equipment (PPE) when walking in or about the yard and shop. PPE may include, but is not limited to hardhats, safety glasses, work boots and reflective vests.

#### **Radio Frequencies:**

Sprinter trains entering the SOF yard must contact the Mechanical Department on the Yard channel to report train condition.

#### **Maximum authorized speed within SOF:**

5 MPH on Escondido Subdivision Yard Lead.

5 MPH on all other tracks.

2 MPH in shop building and over inspection pits. Stop must be made on apron before entering or leaving the shop building. Sound horn before resuming movement and keep a lookout for vehicles and persons in and around the shop.

#### **Switches:**

Dual control, radio control electric and manual switches are located within the SOF. Obtain authority to enter the main track from the Train Dispatcher per SCOR Rule 10.1 before operating any main track switch.

#### **Fouling / On-track Protection, Blue Flag placement, Blue Flag removal and Blue Flag Definitions:**

Blue Signal protection Per SCOR Rule 5.13 is in effect at all times within the SOF limits.

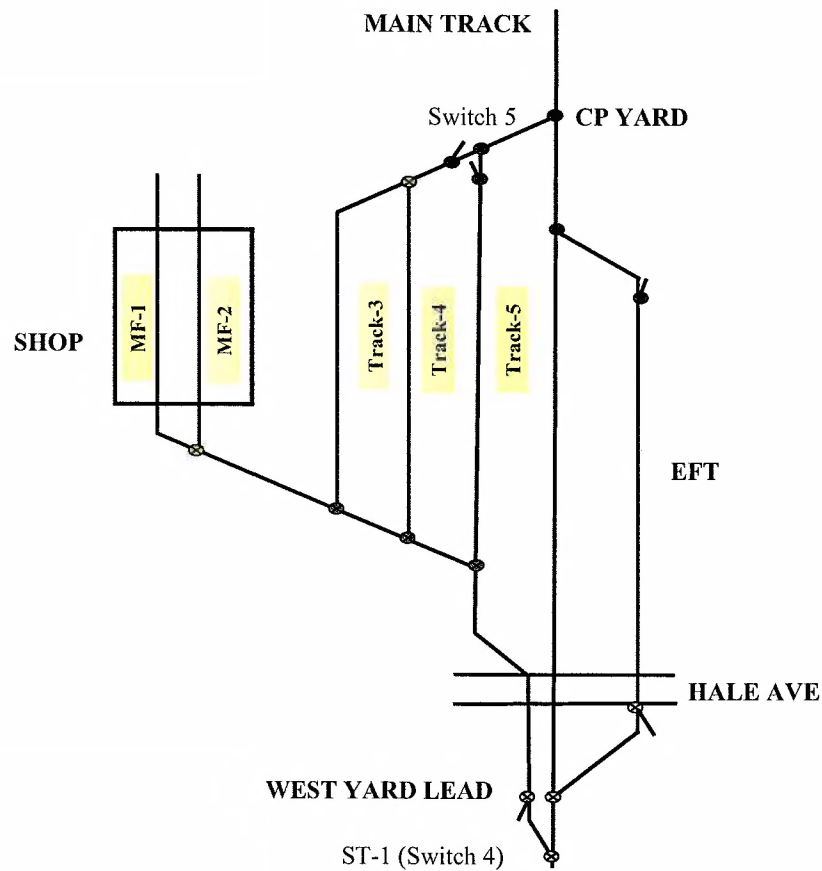
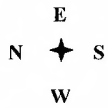
Any person working on, under or between rail vehicles or equipment must first establish

Blue Signal Protection.

**Any unsafe act observed by an employee, contractor or visitor must be immediately reported to an on-duty Supervisor.**

# SPRINTER

## Sprinter Operations Facility



- ⊗ Hand operated switches and derails
- Radio controlled electric switches
- Dual control switches and derails

MAP NOT TO SCALE



## Special Instructions

### ESSI #1 Sprinter Pull-Out/Pull-In Procedures

#### **Pull-out:** Prior to leaving yard:

- Review and understand all General Orders, General Notices and other documents.
- Obtain, review and understand any Track Warrants, Track Bulletins and other required documents.
- Train Operators must not cross through any track in the yard unless they are wearing a reflective vest and only when the trains are at least 30 feet apart. If this is not possible Train Operators must use the drivable roads on the periphery of the yard to access the trains.
- Complete a pre-trip inspection and note any defects on LRV Checklist/Defective Equipment Form. Immediately report any safety sensitive defects to the Mechanical Department and the Train Dispatcher.
- Set Passenger Information System if necessary.
- Line any manual or radio controlled switches for proper route.
- Contact the Train Dispatcher when ready to depart if not authorized by signal.
- Perform a running air brake test as soon as possible.

#### **Pull-in:** Prior to entering yard:

- Ensure that all passengers have detrained. Contact the Mechanical Department on the yard channel to report train condition.

#### After entering yard:

- Trains will normally yard on track 5. The Train Dispatcher will notify the Train Operator if there are any changes. The Train Operator will pull west as far as possible and spot for fuel stopping short of the train wash or other trains. Trains will be left running with doors activated on both sides.
- Perform a post-trip inspection and note any defects on LRV Checklist/Defective Equipment Form. Any items of value found on the train should be turned in to lost and found. All trash and personal items must be removed from the cab. All windows must be closed.
- Train Operators must not cross through any track in the yard unless they are wearing a reflective vest and only when the trains are at least 30 feet apart. If this is not possible Train Operators must use the drivable roads on the periphery of the yard to exit the train fueling area to return to the shop building.
- Turn in all required paperwork and equipment.

## **ESSI #2 UNUSUAL OPERATING CONDITIONS:**

### **Earthquake:**

When a Train Operator becomes aware that an earthquake has occurred, movement must be made at Restricted Speed and the Train Operator must:

- Be alert for damage to bridges, structures, and any changes to track alignment.
- Stop short of any damaged property or unusual condition and report it immediately to the Dispatcher.
- If it is necessary to stop a train due to damaged track or structures, the train must not be stopped on or under any bridge or other structure and must not be stopped near power lines if possible.

The Train Dispatcher will notify trains of any further operating restrictions as soon as the magnitude and epicenter are known.

### **Bomb Threat or Suspicious Package:**

Any employee who is advised or believes they have discovered information that a bomb may be on a train, in a station, or along the right-of-way must attempt to obtain as much information as possible. Every threat must be taken seriously and handled as though an actual bomb exists.

If an employee receives a report of a bomb, immediately contact the Dispatcher and report the “bomb threat” with any additional information that is available. If a suspicious package or object is found an employee must immediately report to the Dispatcher that they have found a “suspicious package” with the location and description of the item if available.

If instructions are given by the Dispatcher to evacuate the train, an announcement should be made that there is a problem with the train, and passengers should be directed to a safe distance of 500 feet from the location. Doors must remain activated in preparation for qualified personnel to conduct a search of the train.

**Use of all communication devices must cease until all involved have reached the evacuation area.**

## **ESSI #3 OTHER RAILROADS:**

BNSF and SDIY crews may operate on the Escondido Subdivision. Before entering SDNR Territory, crews must have current track bulletins in their possession. When entering and leaving SDNR territory, crews must notify the Train Dispatcher.

Foreign line crews must be familiar with current LRT operating hours published in the SPRINTER public timetables.

**ESSI #4 RESTRICTIONS on FREIGHT & CONVENTIONAL RAILROAD OPERATIONS:**

**A. Temporal Separation:** During the hours of LRT operations, freight and conventional railroad operations are prohibited on all Escondido Subdivision tracks except:

- Connecting track between CP RAILROAD, Escondido Sub. MP 100.1, and CP ESCONDIDO JCT., San Diego Sub. MP 226.8 ("Oceanside Freight Track" or OFT).
- East of CP AVO, MP 121.3.

Equipment may be left secured on the Escondido Freight Track (EFT) and on industrial spurs during LRT operations.

**B. MT-2 Restriction:** Freight and conventional trains and/or equipment must not occupy, be secured or routed on MT-2 at any location, except in an emergency and as authorized by the Train Dispatcher. If necessary to occupy MT-2, crews must be alert for close clearances at all passenger platforms and other fixed infrastructure.

Exception: When switching is required at the San Diego Union Tribune spur trains may occupy MT-2 at Palomar only as far as needed to perform their switching operations. Crews will leave any unneeded cars on MT-1 prior to switching the Union Tribune spur.

**C. Freight & Conventional Trains Prohibited:** Freight and conventional trains are prohibited at all times from occupying the following tracks:

- Main Track west of CP RAILROAD, MP 100.1 to end of track.
- MT-1 between CP LOOPWEST, MP 116.5, and CP LOOPEAST, MP 118.4 (the "San Marcos Loop"). Freight and conventional trains must operate only over the Bypass Freight Track (BFT) between these points.
- SPRINTER Maintenance Facility MP 120.8.
- Escondido Pocket Track MP 121.25.

**D. Bridge and Equipment Weight Requirements:** Maximum gross weight per car must not exceed 143 tons between CP Escondido Jct. and Escondido, MP 121.6.

**E. Remote Control Locomotive (RCL) Operations:** Remote Control Locomotive (RCL) operations are permitted on the Escondido Subdivision only east of CP AVO, MP 121.3.

The controlling RCL operator must take a position at grade crossings to clearly observe roadway traffic approaching from all directions and make no movement over the crossings unless crossing warning devices are activated and gate arms are fully lowered. At crossings not equipped with automatic warning devices, a crewmember on the ground must provide warning to approaching vehicle traffic at the crossing.

**ESSI #5 ADDITIONS or MODIFICATIONS to the GENERAL CODE of OPERATING RULES and the SPRINTER CODE OF OPERATING RULES:**

**Rule 1.47 Duties of Train Operators**

*Item number 2 is revised:*

2. Remain alert for signals and observe the aspect of a wayside signal until the leading end of the train has passed it. A crew member must announce their train's identification and the location and name of all Control Point signals via radio. In addition, if there is more than one person in the cab, both persons must call out the signal name or aspect when it becomes visible to them.

**Rule 2.16 Radio Frequencies**

Radio channel 5757 will be used on the Escondido Subdivision for all operations.

**Rule 3.3 Time Comparison**

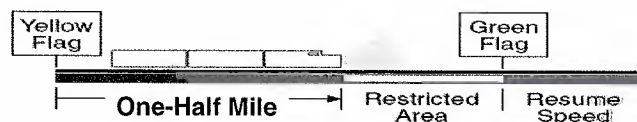
Employees verify the correctness of their watches by dialing toll free (866) 493-5252. Subtract 3 hours from the Eastern Time to obtain Pacific Time.

**Rule 5.4.2 Display of Yellow Flag**

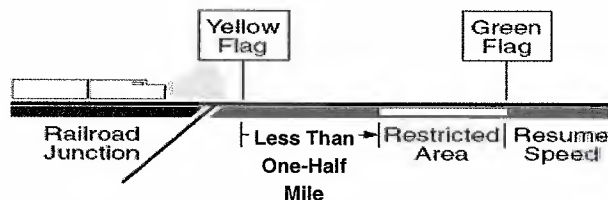
*Change rule to read:*

**A. Restriction Specified in Writing**

**One-Half Mile Ahead of Restricted Area.** Yellow flags warn trains to restrict movement because of track conditions or structures. To make sure train movement is restricted at the right location, a yellow flag must be displayed one-half mile before the restricted area.



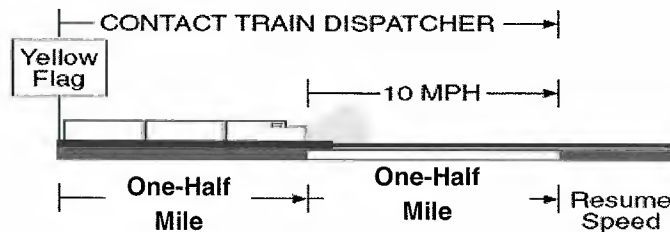
**Less than One-Half Mile Ahead of Restricted Area.** When the restricted area is close to a terminal, junction, or conditions otherwise require, a yellow flag may be displayed less than one-half mile before the restricted area. This information must also be included in the Track Bulletin, Track Warrant, or general order.



**Once the Train Reaches the Restricted Area.** The speed specified by Track Warrant, Track Bulletin, general order, or radio speed restriction must not be exceeded until the rear of the train clears the restricted area.

- B. Restriction Is Not Specified in Writing:** When a yellow flag is displayed and the restriction is not specified by a Track Bulletin, Track Warrant, or general order, once the train is one-half mile beyond the yellow flag, crew members must:

1. Continue moving the train but at a speed not exceeding 10 MPH.
2. Resume speed only after the rear of the train has:
  - a. Passed a green flag.
  - or
  - b. Traveled one mile beyond the yellow flag and the Train Dispatcher has verified that no Track Bulletin or Track Warrant is in effect specifying a temporary speed restriction at that location.



### Rule 5.4.3 Display of Yellow-Red Flag

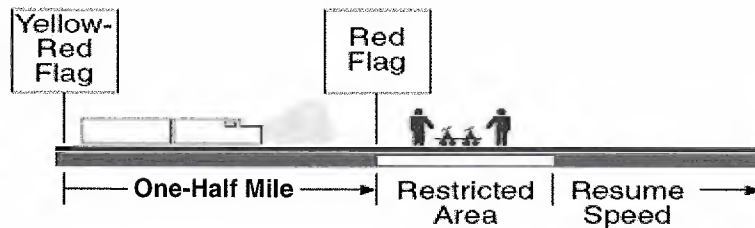
*Change rule to read:*

Maintenance of Way employees may display yellow-red flags from one hour before to one hour after a Track Bulletin Form B is in effect. During that time, trains may accept verbal permission from the employee in charge as outlined in Rule 15.2 (Protection by Track Bulletin Form B).

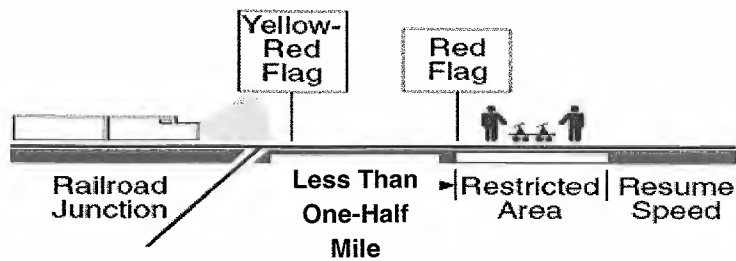
The display of yellow-red flags as described does not extend the authorized working time beyond the times listed on the Track Bulletin Form B.

#### A. Restriction Specified in Writing

**One-Half Mile Ahead of Restricted Area.** Yellow-red flags warn a train to be prepared to stop because of men or equipment. To make sure the train is prepared to stop at the right location, a yellow-red flag must be displayed one-half mile before the restricted area.



**Less than One-Half Mile Ahead of Restricted Area.** When the restricted area is close to a terminal, junction, or conditions otherwise require, the yellow-red flag may be displayed less than one-half mile before the restricted area. This information will also be included in the Track Bulletin, Track Warrant, or general order.



**B. Restriction Is Not Specified in Writing:** When a yellow-red flag is displayed and the restriction is not specified by a Track Bulletin, Track Warrant, or general order, crew members must be prepared to stop short of a red flag one-half mile beyond the yellow-red flag. If a red flag is displayed, proceed as outlined in Rule 5.4.7 (Display of Red Flag or Red Light). If no red flag is displayed:

1. Continue moving at Restricted Speed.
2. Increase speed only after:
  - a. A crew member has received permission from the employee in charge.  
or
  - b. The leading wheels of movement are one mile beyond the yellow-red flag, and the Train Dispatcher has verified that no Track Bulletin or Track Warrant protecting men or equipment is in effect at that location.

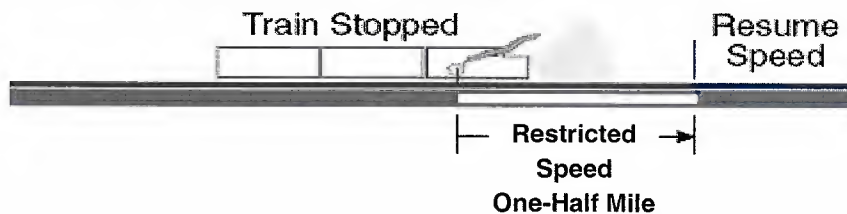
#### **Rule 5.5 Permanent Speed Signs**

Reduce speed signs will be placed one-half mile in advance of the location where reduced speed applies.

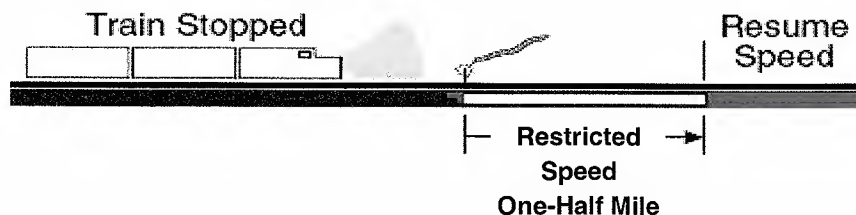
#### **Rule 5.6 Unattended Fusee**

*Change rule to read:*

If a train approaches an unattended fusee burning on or near its track, the train must stop before passing the fusee, if consistent with good train handling.



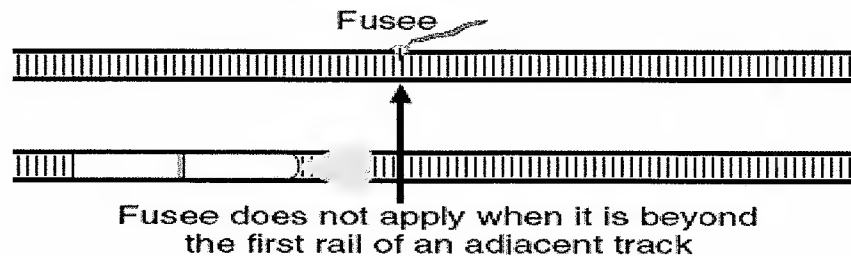
A train moving at Restricted Speed must stop before passing the fusee.



After the fusee burns out, or after 10 minutes if the fusee is not visible, the train may proceed at

Restricted Speed until the head end is one-half mile beyond the fusee.

If the unattended burning fusee is beyond the first rail of an adjacent track, the fusee does not apply to the track on which the train is moving.



Do not place fusees where they may cause fires.

#### **Rule 6.21      Precautions Against Unusual Conditions**

Verbal restrictions issued to protect unusual conditions remain in effect until the end of the employee's tour of duty unless voided.

##### **Rule 6.21.1    Protection Against Defects**

Verbal restrictions issued to protect against defects remain in effect until the end of the employee's tour of duty unless voided.

#### **Rule 6.26      Use of Multiple Main Tracks**

Between CP Loopwest and CP Loopeast the north track (original main track) is called the Bypass Freight Track (BFT) and is designated a Controlled Siding.

#### **Rule 6.28      Other than Main Track**

Rule 6.28, other than main track, is in effect east of CP Avo, MP 121.3 and the end of track, MP 121.6 and on the Oceanside Freight Track (OFT) between CP Railroad, MP 100.1 and CP Escondido Jct., San Diego Subdivision MP 226.8. Rule 6.28 is also in effect on the east leg of the wye (formerly Escondido Junction wye) between the Controlled Signal at CP Wye MP 100.3, and the San Diego Subdivision main track.

Crews working within these limits must notify the Train Dispatcher prior to starting work and when they have completed their work on the Escondido Subdivision and must possess current track bulletins.

Light Rail Vehicles are prohibited east of CP Avo except in an emergency and only with the permission of the General Manager.

##### **Rule 6.28.3    Cars or Equipment Left on Siding**

Cars or engines may be left secured on the Escondido Freight Track (EFT) unless otherwise instructed by the train dispatcher.

On-track maintenance-of-way equipment must not be left on the EFT without permission from the Train Dispatcher, except in an emergency.



### **Rule 6.30      Receiving & Discharging Passengers**

Entering an Occupied Station:

If the station is occupied by another train on the adjacent track in the areas not protected by safety fencing where pedestrians have access, the approaching train must sound audible warning intermittently until stopped at the station platform.

Unauthorized Stops:

Train Operators must not stop for passengers or other personnel at any unauthorized location unless instructed by the proper authority.

### **Rule 6.32.2      Automatic Warning Devices**

On other than main tracks where STOP signs are located adjacent to road crossings, movement must stop before any part of the equipment passes the sign to allow warning devices to activate. If, after stopping, warning devices do not activate, movement may proceed past the sign but must not foul the crossing until the crossing gates have activated, are fully lowered and all closely-approaching roadway traffic has stopped.

Verbal instructions to provide warning at grade crossings where automatic warning devices are malfunctioning will remain in effect until the end of the employee's tour of duty unless voided.

### **Rule 6.32.4      Clear of Crossings and Signal Circuits**

On the Escondido Freight Track (EFT) do not leave cars, engines or equipment standing closer than 150 feet from the Hale Ave. road crossing, MP 120.8, except in an emergency. If necessary to do so, notify the Train Dispatcher.

### **Rule 8.18      Variable Switches**

No variable switches are located on the Escondido Subdivision.

### **Rule 8.19      Remote Control Switches**

Three remote control switches are located at the west end of the Sprinter yard. To operate these switches by radio:

- Stop short of the insulated joints for the protection circuit
- Push and hold the P1 key on the radio until "Switch 1-4/Call Alert" appears on the display screen
- Use the arrow keys to scroll up or down to select the proper switch
- Key the microphone to throw the switch
- The point indicator will show green for normal route and yellow for diverging route. If point indicator is dark the switch is either in the process of moving or not properly lined for either track.

If the switch does not operate by radio or does not properly line, hand throw the switch:

- Attempt to line the switch using the electric toggle switch
- If unsuccessful, turn off the power at the power toggle switch
- Unlock and remove the pump handle



- Move the lever to select the proper direction to line switch
- Insert handle and pump switch into the desired position
- Check switch points for gaps and proper alignment
- Make move through switch
- Restore power using power toggle switch
- Secure pump handle and lock

#### **Rule 8.20      Derail Location & Position**

Equipment left secured on the EFT and on industrial spurs must be protected by fixed derails installed at each location. Equipment must not be left on industrial spurs between fixed derail and the main track switch.

#### **Rule 9.18      Electrically Locked Switches & Derails**

The following instructions apply when operating an electrically locked switch or derail:

**Entering the Main Track-** Prior to opening the electric lock box at an electrically locked switch or derail, contact the Train Dispatcher for authority to enter CTC territory under Rule 10.1. Once authority is granted, unlock and open the electric lock box. Move the selector lever to the unlock position. Once the indicator shows “unlocked” move the selector lever to the open position and operate the switch per Rules 8.1 and 8.2. Once the movement is clear of the switch, line the switch for Main Track movement, then move the selector lever to the lock position and close and lock the electric lock box.

**Leaving the Main Track-** Open the electric lock box and move the selector lever to the unlock position. Once the indicator shows “unlocked” move the selector lever to the open position and operate the switch per Rules 8.1 and 8.2. After the move is clear of the Main Track per Rule 8.5, line the switch for Main Track movement, then move the selector lever to the lock position and close and lock the electric lock box.

#### **Rule 10.0      CTC Limits**

CTC is in effect between MP 99.3 and MP 121.3.

#### **Rule 15.0      Retaining Track Bulletins**

*Add:*

In addition, any verbal track bulletins issued remain in effect until the end of the employee’s tour of duty unless voided.

#### **Rule 15.1      Track Bulletins**

Crews operating on any track of the Escondido Subdivision must be in possession of current track bulletins issued by the Escondido Subdivision Train Dispatcher.

#### **Glossary:**

*Add:*











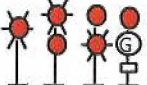


#### **Controlled Siding**

A siding within CTC where a signal indication authorizes the siding’s use.

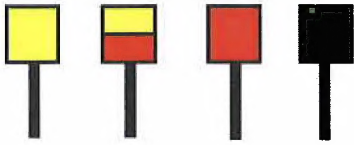
### SPEED TABLE

Time Per Mile Min. Sec.	MPH	Time Per Mile Min. Sec.	MPH	Time Per Mile Min. Sec.	MPH
0 36	100.0	0 58	62.1	1 40	36.0
0 37	97.3	0 59	61.0	1 42	35.3
0 38	94.7	1 0	60.0	1 44	34.6
0 39	92.3	1 2	58.1	1 46	34.0
0 40	90.0	1 4	56.3	1 48	33.3
0 41	87.8	1 6	54.5	1 50	32.7
0 42	85.7	1 8	52.9	1 52	32.1
0 43	83.7	1 10	51.4	1 54	31.6
0 44	81.8	1 12	50.0	1 56	31.0
0 45	80.0	1 14	48.6	1 58	30.5
0 46	78.3	1 16	47.4	2 0	30.0
0 47	76.6	1 18	46.2	2 5	28.8
0 48	75.0	1 20	45.0	2 10	27.7
0 49	73.5	1 22	43.9	2 15	26.7
0 50	72.0	1 24	42.9	2 30	24.0
0 51	70.6	1 26	41.9	2 45	21.8
0 52	69.2	1 28	40.9	3 0	20.0
0 53	67.9	1 30	40.0	3 30	17.1
0 54	66.7	1 32	39.1	4 0	15.0
0 55	65.5	1 34	38.3	5 0	12.0
0 56	64.3	1 36	37.5	6 0	10.0
0 57	63.2	1 38	36.7	12 0	5.0

## SIGNAL ASPECTS AND INDICATIONS

Rule	Aspect	Name	Indication
9.1.1	 With "D" Plate.	DISTANT SIGNAL CLEAR	Proceed. If train is delayed before reaching next signal or switch point indicator, it must then proceed prepared to stop short of next signal or switch point indicator.
9.1.2	 With "D" Plate.	DISTANT SIGNAL APPROACH	Proceed prepared to stop short of next signal or switch point indicator.
9.1.3	 With or without number plate.	CLEAR	Proceed.
9.1.4	 With or without number plate.	APPROACH DIVERGING	Proceed prepared to advance on diverging route at next signal not exceeding prescribed speed through turnout(s).
9.1.5	 With or without number plate.	ADVANCE APPROACH	Proceed prepared to stop at second signal.
9.1.6	 With or without number plate.	APPROACH RESTRICTING	Proceed prepared to pass next signal at Restricted Speed.
9.1.7	 With or without number plate.	APPROACH	Proceed prepared to stop at the next signal. Trains exceeding 40 MPH must begin reduction to 40 MPH as soon as head end passes signal.
9.1.8	 Without number plate.	DIVERGING CLEAR	Proceed on diverging route not exceeding prescribed speed through turnout(s).
9.1.9	 Without number plate.	DIVERGING ADVANCE APPROACH	Proceed on diverging route not exceeding speed through turnout(s) and be prepared to stop at second signal.
9.1.10	 Without number plate.	DIVERGING APPROACH	Proceed on diverging route not exceeding prescribed speed through turnout(s) and be prepared to stop at the next signal. Trains exceeding 40 MPH must begin reduction to 40 MPH as soon as head end passes signal.
9.1.11	 With or without number plate.	RESTRICTING	Proceed at Restricted Speed.
9.1.12	 With number plate.	STOP AND PROCEED	Stop, then proceed at Restricted Speed.
9.1.13	 Without number plate.	STOP	Stop.

## Roadway Signs



Track Flags



STOP Signs



NUMERAL WHEN  
ATTACHED DENOTES  
NUMBER OF CROSSINGS

SIGNS NOT MORE THAN  
ONE-FOURTH MILE APART

Whistle Signs



Speed Signs